

**City of Poulsbo:**

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Scope of Assistance:

The kickoff meeting with City of Poulsbo staff occurred on June 10, 2005. Mr. Randy Kline, local project manager, assembled a large group that included representation from the Planning and Public Works departments, the offices of Cooperative Extension at the University of Washington and Washington State University, Home Builders Association of Kitsap County, and a local resident. At that meeting, City staff directed the consultant team on the content of the desired technical assistance. The following are the areas of emphasis that staff directed the consultant team to pursue:

- Review and provide recommendations for roof downspout controls
- Prepare narrow roads that included gutter and broken/notched curbs
- Evaluate and recommend amendments to the number of parking spaces required by use and the physical dimensions of the spaces
- Provide cost comparisons between LID and conventional site development practices
- Provide a framework for encouraging the use of LID through the use of incentives

This direction resulted in the preparation of the following work products:

- Roof Downspout Controls
- LID Road Sections
- Parking Comparison and Recommendations
- Cost Comparison Memorandum
- Planned Low Impact Developments (PLID)
- Incentive Matrix

In addition a draft grading ordinance that was prepared for use in Clallam County and other jurisdictions was provided to City staff for its review and consideration.

Findings and Observations:

The zoning and land use portions of the Poulsbo Municipal Code had very few impediments to the use of LID. The City's land use regulations were "LID friendly." The City's engineering staff had approved projects that contained LID BMPs in the past, but to do so would require a deviation or special approval from the City's engineer. The City had also made a long practice of requiring connection to a storm drain system rather than let project designers infiltrate, disperse or use other surface water management techniques.

The result was the preparation of road standards that would allow applicants by right to select a narrower road template. The consultant team also introduced the City's engineering and planning staff to alternative downspout controls that would provide options to traditional pipe-conveyance techniques. The City's engineering staff also initially believed that use of LID techniques carried an additional cost. The consultant team provided City staff with information that demonstrated that LID projects are no more

costly than traditional designs. The analysis showed cost savings to the overall project that tends to increase as project size increases.

The local development community has requested the opportunity to use LID in project design, but City regulations do not provide measures by which this could without the construction of redundant systems or the approval of deviations by the City Engineer.

The consultant team was directed to prepare elective or incentive-based LID provisions. The result was the preparation of a new draft municipal code chapter entitled "Planned Low Impact Development (PLID)" that was based on modeling and surface water management requirements from the Stormwater Management Manual for Western Washington (Washington State Department of Ecology, April 2005).

Because the City of Poulsbo has not yet adopted the new DOE manual (or equivalent), the reductions in volume control and other incentives that are described in the PLID ordinance do not provide developable area equivalent to what would be lost by those that opt to use the new manual and employ the use of LID technologies.

On an interim basis, the City of Poulsbo may still enjoy the stormwater benefits that would accrue by the reduction of impervious surface and increase in native vegetation that is recommended by the consultant team. On a longer term basis, full implementation of LID will be enhanced by movement toward the adoption of the 2005 DOE Manual or technical equivalent.